Nothing but leaves; no garnered sheaves Of life's fair ripening grain; 'Words, idle words, for earnest deeds; We sow our seed—lo! tares and weeds; We roap with toil and sain Nothing but leaves.

Nothing but Isaves; memory weaves. No vall to screen the past;
As we trace our weary way.
Counting each lost and misspent day,
We find sadly at last,
Mothing but leaves.

And we shall meet the Master so, Bearing our withered leaves? The Saviour looks for perfect fruit— We stand before Him numble, mule: Waiting the word he breathes— Nothing but leaves.

THE CHANGES OF ENGLAND IN EIGHTY

YEARS.—Leisure is gone—gone where the spinning-wheels are gone, and the packhorses, and the slow wagons, and the peddler who brought bargains to the door on sunny afternoons. Ingenious philosophers tell you, perhaps, that the great works of the steam-engine is to create leisure for mankind. Do not believe them; it only creates a vacuum for eager thought to rush in. Even idleness is eager noweager for amusement, prone to excursion trains, art-museums, periodicals, literature, and exciting novels; prone even to scientific theorizing and cursory peeps through mioroscopes. Old leisure was quite a different personage; he only read one newspaper innocent of leisure, and was free from the periodicity of sensations which we call post-time. He was a contemplative, rather stout old gentleman, of excellent digestion; of quiet percep-tions, undiseased by hypethesis, happy in his inability to know the causes of things. preferring the things themselves. He lived chiefly in the country, among pleasant seats and homesteads, and was fond of sauntering by the fruit-tree walls, and scenting the apricots when they were warmed by the morning sunshine, or sheltering himself under the orchard boughat noon, when the summer pears were falling. He knew nothing of week-day services, and thought none the worse of the sermon if it allowed him to sleep from the text to the blessing, liking the after noon service best, because the prayers were the shortest, and not ashamed to say so; for he had an easy, jolly conscience, broad-backed, like himself, and able to carry a great deal of beer and port wine. not being made squeamish by doubts and qualms and lofty aspirations. Life was not a task to him, but a sinecure; he fingered the guineas in his pocket, and ate his dinners, and slept the sleep of the ir responsible—for has he not kept up his character by going to church on sunday afternoons? Fine old Leisure! Do not be severe upon him, and judge him by our modern standard. He never went to Excter Hall, or heard a popular preacher, or read tracts for the times, or "Sartor Resartus."-[Adam Bede.

A DUEL FINANCIALLY SETTLED. Frenchman was to fight a duel with a American; the conditions were that on shot should be exchanged, and the pre-cedence should go by lot. The French man got the first chance, but failed to hit his adversary. As the Yankee lifted his weapon the other called out—

'Hold, I will buy your shot!" All were astonished at this, but his of ponent answered:

"How much will you give?" "Five hundred pounds.

"Nonsense!" oried the Yankee, taking aim at him-"I am a good marksman: you set too low a value upon yourself." You estimate me at too high a price, said the Frenchman; "but I will give you one thousand pounds."

"Agreed!" cried the Yankee, and the duel was at an end.

A YANKEE'S DAMAGES .- A railroad ac cident took place awhile ago in Maine, upon which occasion the attorney of the road visited the scene of disaster, to satisfy the claims of the injured parties. After paying for black eyes, bloody noses

and eracked crowns all round, at the appraisal of the injured, he supposed his business over, when he was saluted by tall Yankee, with feet like snow shoes, bell-crowned hat and a blue coat over his arm, with—"Well, Squire, what are you going to allow me?" "You?" said the attorney, "where are you hurt?" "Oh nowhere to speak of, Squire, but I was most terribly scart, and I think that worth about a dollar, the way you've been payin' on 'em." The dollar came, of

BEAUTY OF CHARITY .- Charity embraces the wide circle of all possible kindness Every good act is charity; your smiling in your brother's face is charity; and exhortation of your fellow-men to virtuous deeds is equal to alms-giving; your putting a wanderer in the right road is charity; your assisting the blind is charity; your moving stones and thorns from the road is charity; your giving water to the thirsty is charity. A man's true wealth hereafter is the good he does in this world to his fellow-man. When he dies, people will say, "What property has he left be hind him?" But the angels will ask, "What good deeds has he sent before him?"-[Washington Irving.

A SHORT CUT TO Gon .- At a meeting held during the late protracted meeting of our church in this city, a sailor, in relating the circumstances attending hi conversion, said: "I was greatly distressed on account of my sins; I conversed with a minister, I did everything I could, but felt no better, till one day I read in newspaper a piece on 'Coming to Chris in which the sinner was directed to go to the Savior, just as he was, without anfurther preparation. It struck me," continued the son of Neptune, as the tear-of joy rolled down his cheeks, "that wathe short cut to the blessing, and blessed be God, I tried it, and he forgave my sine and blessed me with his love

A DOUBTFUL COMPLIMENT TO THE SEX.-Recently, at the Liverpool Assizes, one of the barristers engaged in a case which involved some peculiar and interesting temale evidence, made the following observation: "The evidence of women is, in some respects, superior to that of men. Their power of judging of minute details is better, and where there are more than two facts, and something is wanting they supply the deficiency. Wherever there is room for their imagination, which is more powerful and active than that of men, they immediately bridge the thing

AN INDIAN TROUBLED AFTER REACHING Heaven.—Away down in Maine a big Indian was tried, convicted and fined five dollars for stealing. He immediately pulled out a well-filled wallet, and counted out the money to Judge Johnston, demauding at the same time a receipt, when

the following colloquy occurred.

Judge.—"Sam, you don't want a receipt, for it is settled on the docket, and can never again come up against you."

Indian-"l pay you the money; well, give me receipt." Judge-"I tell you that you don't need

it, for it's settled on the docket." Indian-"White man say me steal Judge Johnson say me steel; I say me no steal, but me pay um; now give um receipt.

Judge-"Well, since you insist upon it if you will give me a good reason for wanting it, I will give you one."

Indian-"Well, when me die, me 'spects to go to Heaven. Werry well when me gets to the gate, Peter says-Go way Indian, you steal. I says werry well. what if I do; don't I pay um? Peter says, show um receipt, and then if I don't have um I shall be obliged to go look all through hell to find Judge Johnson to prove I pay um."

BEECHER ON SAINT PAUL .- Henry Ward Beecher said in a late sermon:

Paul, to whom something was nothing and to whom nothing on earth was very much; who saw value in everything, and cared not very much for anything; who knew every pulse of humanity, every aspect of experiences, every throb of joy, every rack of anguish, everything that is in tranquillity, everything that is in disturbance and turmoil; to whom triumph spared none of its experiences, and defeanone; who lived to the full, and yet "died deaths daily;" who was the world's wan-derer, and yet the whole world was his household; who was abjectly poor, and immensely rich; who felt all the peltings of persecution, all the wounds of hatred. and knew all the quicksands of treachery triumphing over enough troubles to have and who was superior to them all, and rode sunk armies and empires of common heroes. If the waves broke over him, he shook them off his decks easily. If they came like mountains at him, he rose over them, and came to port safe again There was no Homer to sing him. His epic was to be sung in heaven. It is his own immortal life that now rolls an eternal melody of joy there in numbers deep, and joy more perfect than is possible to any earthly sphere. To us remains his

DEVOTION AND DRUNKENNESS.—The laird of Balnamoon was a truly eccentric character. He joined with his drinking propensities a great zeal for the Episcopal Church, the service of which he read to his own family with much solemnity and earnestness of manner. Two gentlemen, one of them a stranger to the country having called pretty early one Sunday morning, Balnamoon invited them to stay to dinner, and as they accepted the invi tation, they remained and joined in the devotional exercises conducted by the laird. The stranger was much impressed and mentioned to his friend how highly he esteemed the religious deportment of their host. The gentleman said nothing, but smiled to himself at the scene which was to follow. After dinner Balnamoon set himself according to the custom of old hospitable Scottish hosts to make his guests as drunk as possible. The result was, that the party spent the evening in a riotous debauch, and were carried to bed by the servants at a late hour. Next day, when they had taken leave and left the house, the gentleman who had intro duced his friend asked him what he thought of their entertainer. "Why really," he replied, with evident astonishment, "sic specat o' praying, and sic a specat o drinking, I never knew in the whole course of my life."- Dean Ramsay,s Reminis-

HENRY WARD BEECHER'S IDEA OF SHIP .- A ship is the most ingenious and mighty fabric which human hands have ever wrought. Nothing else is half so strong; neither pyramids, nor temples nor cathedrals of stone, which, before printing, gave opportunity for the human heart to express itself, gave forth the thoughts, and the sublimest feelings and aspirations of the greatest thinkers. There is not one of these things that does not easily fall to pieces. They can be moved by earthquakes as easily as the seed globe of a dandelion by winds that puff at it. But a ship caught by winds, and tossed about like a ball, is unharmed. It is smitten and whirled. It is rocked on waves as a cradle is rocked by a mother's foot. It rears up like a frighted steed. It plunges again like a war-horse in battle. But though winds chase it, and storms reach out black hands after it, and waves for ever beat it, and it must needs roll and plunge, it seeks its center again, and comes upright the moment the airy handlet go.

AN ORIGINAL REASON .-- Sabbath-school Teacher—"Why was it that the angels in Jacob's dream, having wings, were seen ascending and descending from Heaven on a ladder?" "Scholar, hesitatingly—"! guess they were moulting and couldn'

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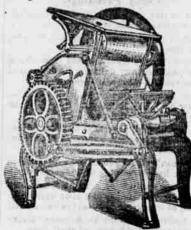
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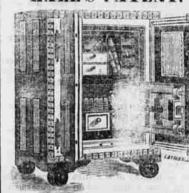
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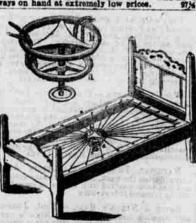
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-13-FINE AND PLAIN CANDIES.

Manufacturers and Wholesale Des)

40 MAIN STREET, CINCINNAT WM. H. BALDWIN, ATTORN AND COUNSELLOR AT LAW and Machine for the Superior and Common Procurts. Bank Building, north west corner of Haud Third-streets. RAILROADS.

SHORT-LINE RAILROAD.

SHORTEST ROUTE BY 30 MILES.

NO CHANGE OF CARS TO INDIANAP-OLIS, at which place it unites with railroads for and from all points in the West and North-west. THREE PASSENGER TRAINS Leave Cincinnati daily, from the foot of Mill and

Leave Cinctunati daily, from the foot of Mill and Front-streets.

6:50 A. M.—Chicago Mail—Arrives at Indianapolis at 12:10 P. M.; Chicago at 10:30 P. M.

12:45 P. M.—Terre Hante and Lafayetts Accommodation—Arrives at Indianapolis at 6:15 P. M.;

7:15 P. M.—Chicago Express—Arrives at Indianapolis at 12:15 A. M.; Chicago at 10:30 A. M.

Sleeping Cars are attached to all night-trains on this line, and run through to Chicago without change of cars.

33 Be sure you are in the right tickst-office before you purchase your tickets, and ask for tickets via Lawrenceburg and Indianapolis.

Fare the same, and time shorter than any other route.

Fare the same, and time shorter than any other route.

Baggage checked through.

TH BOUGH TICK ETS, good until used, can be obtained at the Ticket-offices, at Spencer House corner, M. W. corner of Broadway and Front; No. 1 Burnet House corner; at the Wainut-street Joues, and at nepot Office, foot of Mill, or Front-street, where all necessary information can be had.

Omnibuses run to and from each train, and will call for passengers at all hotels and all parts of the city, by leaving address at either office.

Jai7

H. C. LORD, President.

Change of Time-November 14, 1859. CHICAGO,

Great Western and North-western

LINE. INDIANAPOLIS AND CINCINNATI

- RAILROADS. The Shortest Houte between Cincinnati

and Chicago. Thros Passengor Trainsl. ave Cincinnatidally, from the foot of Mill and Front streets.

6:56 A. M.—Chicago M.:dl arrives at Indianapolis at 12:10 P. M., Chicago at 19:20 P. M. This train connects with all night trains out of Chicago for the West and North-west; connects at Indianapolis with trains for Terre Haute; also with Per utrains for Feru, Logausport, Fort Wayne and Todo.

trains for Fern, Logansport, Fort Wayne and Teledo.

12:45 P. M.—Terre Bante and Layfayette Accommodation arrives at Indianapolis at 6:15 P. M., making direct congections at Indianapolis with Latayette trains for Decatar, Springfield, Naples, Quinoy, Hannibal and St. Joseph.

7 P. M.—Chicago Express arrives at Indianapolis at 12:15 A. M., making close connections at Chicago with all morning trains out of Chicago. Sleeping cars are attached to all the night trains on this line, and run through to Chicago without change of cars.

This is exclusively a Western and North-western route, and with faverable and reliable arrangements with all connecting reads throughout the entire West, guarantees unusual care and the amplest accommodations to the patrons of this line.

The Company's exclusive Telegraph Line is used when necessary, to govern the movement of trains, and Loughridge's celebrated Patent Brakes, are attached to all passenger trains, by which they cambe perfectly controlled; besides all the other modern improvements necessary for the comfort and safety of passengers, the ma angers of this road have liberally provided.

Smoking-cars on this line.

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Smoking-cars on the right ticket office before on purchase year tickets, and ask for tickets via Lawrenceburg and Indianapolis.
Fare the same as by any other route. Baggage Fare the same as by any other route. Dakage seacked through.
THROUGH TION WIS, good until used, can be obtained at the tick et offices, at Spencer House Corner aorth-west corner Broadway and Frout; Flo. 1 Duract House Corner, at the Walout-street House, and at Depot office, foot of Miff) on Front street, where all more sarry information may be had.
Omnibuses run to and from each train, and we call for passengers at all actair and all parts of the city, by leaving address at all actair and all parts.

W. H. La NOBLE, not

NOVEMBER 14, 1859. Cincinnati, Hamilton & Dayton RAILROAD

IX DAILY TRAINS LEAVE THE

Sixth-street Depot.

Trains run through to Oleveland Sandusky, Tolede and Indianapolis without change of cars.

Through Tickets for all Eastern, Western, Northern and North-western cities.

5 A. M. EXPRESS TRAIN For Hamilton,
Richmond, Indianapolis, Lafayette, Chicago, and all
Western Cities. Councets at Bichmond with C. and
C. Road for Logansyort; also connects at Hamilton
for Oxford, &c.

7:30 A. M. TRAIN—For Dayton, Springfield,
Sandusky, Toledo and Chicago. This train makes
close connections with all trains leaving Chicago the
same evening. Also connects at URBANA FOR CoLUMRUS; at Bellefontaine with B. and I. R. R.; at
Forest with Pittsburg, Fort Wayne and Chicago Rairoad; at Clyde with Cleveland and Toledo Railroad trains for Cleveland; at Dayton for Greenville,
Union. Winchester and Muncie.

10 A. M. EXPRESS TRAIN—For Cleveland
via Delaware for Dunkirk, Buffalo, Boston, New
York, and all Eastern cities. Also connects at Urestline for Pittsburgh, Philadelphia, Baltimore, and
Eastern cities.

3:40 P. M. TRAIN—For Hamilton, Richmond
Logansport, Peoria and Burlington; also Indianapolis, Terre Haute and St. Louis, connects at Hamilton for Oxford.

5:30 P. M. TRAIN—For Dayton, Springfield,
Bellefontaine, Lima, Toledo, Detroit, Chicago, and
all points in Uanada. Connects at Bellefontaine with
B. and I. B. B.

11:36 P. M. EXPRESS TRAIN—For Cleveland via Delaware for Dunkirk, Buffalo, Boston,
New York, and all Eastern cities. Also, connects at
Creatine for Pittsburgh, Philadelphia, Baltimore,
and all Eastern cities.

The night Express Train leaving Cincinnati at
1:39 P. M., leaves daily Except Suydays, No., 169 Walnut-street, near Gibson House; at
the new Ticket Office, on the west side of Vine-street,
between Postoffice and Burnet House; or at the
Sixth-street Depot.

LITTLE MIAMI AND COLUMBUS SIX DAILY TRAINS LEAVE THE

LITTLE MIAMI AND COLUMBUS AND XENIA RAILROAD.

THE REPORT OF Three Trains Daily. Two Through Express Trains.

PIRST TRAIN—DAY EXPRESS AT 10

A. M., connects via Columbus and Cleveland;
via Columbus, Steebenville and Pittsburg; via Columbus, Crestline and Pittsburg; via Columbus and Bellair (Wheeling). Also, for Springfield.
This train stops between Cincinnati and Columbus, at all the principal stations.

SECOND TRAIN—Columbus Accommodation at 4449 P. M. This train stops at all stations between Cincinnati and Columbus, and Cincinnati and Springfield. tween Chemians and Springfield, TRAIN—Night Express at 11:30 P.
THIRD TRAIN—Night Express at 11:30 P.
M., connects via Columbus and Bellair (Wheeling);
via Columbus, Crestline and Pittsburg; via Columbus and
Steubenville and Pittsburg; via Columbus and bus Steubenville and Pittsburg; via Columbus and Cleveland.

This Train stops at Loveland, Morrow, Kenia and London. SLEEPING OARS ON THIS TRAIN, and The Day Express runs through to Gleveland, Wheeling and Pittsburg, via Steubenville, without Wheeling and Pittaburg, via Steubenville, without change of our EXPRESS Frain leaving Clincinnati at 11:30 P. M., runs daily, except SATURDAYS. The other Trains run daily, except SUNDAYS. For all information, and Through Tickets to Boston, New York, Philadelphia, Baltimore, Washington, Buffalo, Miagara Falls, Dunkirk, Cleveland, Pittaburg, Wheeling, and all the Eastern places, apply at the Offices, Walmut Street House, No. 4 Burnet House, south-east corner of Broadway and Front treets, and at the Eastern Depot.

Trains run by Columbus time, which is seven minutes faster than Cincinnati time, which is seven minutes faster than Cincinnati time.

Omnibuses call for passengers by waving directions at the Ticket Offices.

Commencing Dec. 4, 1859. OHIO AND MISSISSIPPI

RAILROAD Cincinnati and St. Louis.

Cincinnati and St. Louis.

THROUGH WITHOUT CHANGE OF CARS.
Two Daily Trains for Vincennes, Cairo and St.
Couis, at 7:30 A. M., and 7:30 P. M.

Three Daily Trains for Louisville, at 7:30 A. M.

tion P. M., and 7:30 P. M.

One Train for Evansville at 7:30 P. M.

The Trains connect at St. Louis for all points in
Kausse and Nebrasia. Hannibal, Quiney and Keocak; at St. Louis and Cairo for Memphis, Vicksburg,
Natchez and New Orleans.

One Through Train on Sunday at 7:30 P. M.
REVIERING—Fast Line—Leaves East St. Louis,
sindays excepted, at 6:50 A. M., arriving at Cincinuati at 10:15 P. M.

EXPLES TRAIN—Leaves East St. Louis daily at 4:00
P. M., arriving at Cincinnati at 8:25 A. M.,
FUR THROUGH TICKETS

fo all points West and South, please apply at the
offices. Walnut-street, No. 1 Burnet House, corner office,
north-west corner of Front and Broadway, Spencer
House Office, and at the Depot, corner Front and Billtreets. W. H. C. L. Mark, Gen't Evaperintendent
Umnibuses call for passengers

OLD GOVERNMENT JAVA, OLD MO-OHA, and very superior old Bis Coffice, at Ja7 Corner Ninth act Vinc-stress.